



County of Los Angeles

**Regional Planning Commission
Airport Land Use Commission**

Commissioners
Esther L. Valadez, *Chair*
Laura Shell, *Vice Chair*
David W. Louie
Curt Pedersen
Pat Modugno

DATE: September 25, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

**SUBJECT: AIRPORT LAND USE COMMISSION HEARING PACKAGE
ANTELOPE VALLEY AREA PLAN UPDATE
PROJECT NO. 2014-02373-(5)
AVIATION CASE NO. 201400004
HEARING DATE: OCTOBER 8, 2014
ITEM 5**

On October 8, 2014, the Airport Land Use Commission will hold a public hearing to review the project known as the Antelope Valley Area Plan Update for consistency with the adopted Los Angeles County Airport Land Use Compatibility Plan and General William J. Fox Airfield Land Use Compatibility Plan. Please be informed that the hearing package, including staff report, draft findings and attachments will be distributed for your review on Thursday, October 2, 2014.

If you have questions, please feel free to contact **Jonathan Bell** at (213) 974-6425, or by email at jpbell@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 5:30 p.m. Our offices are closed on Fridays.

CS:JPB

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary of Commission

RPC MEETING DATE 10/08/14
AGENDA ITEM NO. 5

**AIRPORT LAND USE COMMISSION
TRANSMITTAL CHECKLIST**

PROJECT NO. R2014-02373-(5)

CASE NO. RAV 201400004 Antelope Valley Area Plan Update

CONTACT PERSON: Jonathan Bell

- STAFF REPORT
- DRAFT FINDINGS FOR CONSISTENCY DETERMINATION
- CONSISTENCY MATRICES
- AIRPORT INFLUENCE AREA MAPS
- SIGNIFICANT ECOLOGICAL AREA MAPS
- LAND USE COMPATIBILITY TABLE (PALMDALE REGIONAL AIRPORT)
- BASIC COMPATIBILITY CRITERIA (FOX AIRFIELD)
- NOISE COMPATIBILITY CRITERIA (FOX AIRFIELD)
- COMPATIBILITY ZONES MAP (FOX AIRFIELD)
- DRAFT ENVIRONMENTAL IMPACT REPORT (CD)
- ANTELOPE VALLEY AREA PLAN UPDATE (CD)
- PUBLIC COMMENTS

Reviewed By:  _____



County of Los Angeles

**Regional Planning Commission
Airport Land Use Commission**

Commissioners
Esther L. Valadez, *Chair*
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DATE: October 2, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
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FROM: Carmen Sainz, Supervising Regional Planner
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In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) pursuant to provisions of the State Aeronautics Act (California Public Utilities Code section 21670, et seq.).

At your meeting on October 8, 2014, your commission as the ALUC will hold a public hearing to review the project known as the Antelope Valley Area Plan Update for consistency with the adopted Los Angeles County Airport Land Use Plan and General William J. Fox Airfield Land Use Compatibility Plan. Enclosed please find the staff report, draft findings and all other attachments for the October 8th ALUC hearing.

If you have questions, please feel free to contact **Jonathan Bell** at (213) 974-6425, or by email at jpbell@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 5:30 p.m. Our offices are closed on Fridays.

CS:jpb

Attachments

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary of Commission

APPLICANT

Los Angeles County Department of Regional Planning

PROJECT DESCRIPTION

The Airport Land Use Commission (ALUC) is conducting a consistency review of the Antelope Valley Area Plan Update (AVAP), which includes the draft Antelope Valley Area Plan with associated land use changes and updated Significant Ecological Area boundaries, accompanying zone changes, and amendments to Title 22 of the Los Angeles County (County) Code. This project affects property within the Airport Influence Areas of Palmdale Regional Airport/United States Air Force Plant 42 (Palmdale Regional Airport) and General William J. Fox Airfield (Fox Airfield).

For the purposes of the ALUC, the consistency determination focuses on how the AVAP's proposed zone and land use changes relate to the policies contained in the Los Angeles County Airport Land Use Plan (ALUP) and the General William J. Fox Airfield Land Use Compatibility Plan (Fox ALUCP).

STATUTORY REQUIREMENTS

The State Aeronautics Act (SAA), Section 21676(b) of the Public Utilities Code (PUC), requires that amendments to the County's General Plan be reviewed by the ALUC when the General Plan covers areas within the Airport Influence Area of an airport. In addition to the General Plan, the ALUC reviews associated zoning ordinance amendments and regulations that set forth implementation measures. The AVAP is a component of the County General Plan. ALUC review of the AVAP is limited to aspects of the document where new land uses could affect or be affected by the operation and the impacts of the local airport.

The ALUC's role is to maintain consistency between the AVAP and the SAA. The SAA is intended to protect the long term viability of the state's airports by preventing encroachment of new incompatible development around public use airports that will lead to conflicts. Examples of potential conflicts include excessive public exposure to aircraft noise, safety concerns where development around airports can cause hazards, and concentrations of people in areas where exposure to aircraft danger is highest.

The AVAP includes amendments to the County General Plan and zoning ordinance that have the potential to affect Palmdale Regional Airport and Fox Airfield. Therefore, the AVAP requires an ALUC consistency determination pursuant to Section 21676(b) of the PUC.

APPLICATION OF LOS ANGELES COUNTY AIRPORT LAND USE POLICIES

In 1991, the ALUC adopted the ALUP, also known as the Comprehensive Land Use Plan, which sets forth airport land use compatibility policies, maps with planning boundaries known as Airport Influence Areas, and criteria for promoting compatibility between airports and the land uses that surround them. The Los Angeles County Airport Land Use Commission Review Procedures (Review Procedures) were adopted in December 2004 to facilitate the consistency review process for the ALUC and its staff. Also in December

2004, the Fox ALUCP was adopted for General William J. Fox Airfield. Together, the adopted ALUP, Fox ALUCP and Review Procedures contain policies to help minimize the public's exposure to excessive noise impacts and safety hazards associated with airport operations, and to allow airports to continue to operate unencumbered.

AIRPORT INFLUENCE AREAS

Palmdale Regional Airport is located in the City of Palmdale. The Airport Influence Area (AIA) of the Palmdale Regional Airport encompasses properties within the municipal boundaries of the City of Palmdale and City of Lancaster as well as parcels in the surrounding unincorporated areas (**See Attachment A: Palmdale Regional Airport AIA Map**). Palmdale Regional Airport and United States Air Force Plant 42 share one runway at the location but operate as separate facilities. Los Angeles World Airports owns the Palmdale Regional Airport and surrounding properties located in the AIA. Most of the parcels in the AIA affected by the AVAP are vacant and/or sparsely populated. Currently, no commercial airline service is offered at this site. However, the AVAP supports development of Palmdale Regional Airport as a regional commercial and transportation hub.

General William J. Fox Airfield is located in the City of Lancaster. The Fox Airfield AIA encompasses properties within Lancaster city limits as well as parcels in the surrounding unincorporated areas (**See Attachment B: Fox Airfield AIA Map**). The airport is used for emergency firefighting response and for air cargo operations. The airport is owned by the County of Los Angeles and operated by American Airports Corporation, an airport management firm. A majority of the parcels in the AIA affected by proposed project actions are vacant and/or sparsely populated parcels.

ALUP and Fox ALUCP Noise Policies

The ALUP establishes noise compatibility criteria to assess compatibility between the Palmdale Regional Airport and land uses within the AIA. The ALUP's Land Use Compatibility Table lists recreation, agriculture, industrial and commercial land uses as compatible uses within the 65 db CNEL noise contour from an airport land use perspective (**See Attachment C: Land Use Compatibility Table**). Residential, commercial and recreational uses are compatible provided sound insulation needs are reviewed. Educational facilities are not compatible in the 65 decibel Community Noise Equivalent Level (dB CNEL). Above 70 dB CNEL, residential uses are to be avoided unless related to airport services.

The Fox ALUCP establishes noise compatibility criteria to assess compatibility between Fox Airfield and land uses within the AIA (**See Attachment D: Noise Compatibility Criteria**). For the 65 dB CNEL noise contour, Fox ALUCP's noise compatibility table generally allows residential, public, commercial/industrial, and agricultural/recreational, with noise insulation recommended for residences, nursing homes, schools, libraries, hospitals and amphitheatres. Above 70 dB CNEL, residential uses should be avoided in the AIA.

ALUP and Fox ALUCP Safety Policies

The ALUP and Fox ALUCP include safety, airspace protection, and overflight policies to ensure compatibility with areas surrounding airports. Runway Protection Zones (RPZs) prohibit uses that may create a safety hazard for aircraft in the air and people on the ground. The RPZs at Palmdale Regional Airport and Fox Airfield extend beyond the airport property and into surrounding areas. Airspace policies recommend that new construction be restricted in the RPZs. Within the Palmdale Regional Airport and Fox Airfield AIAs, building heights are subject to the noticing requirements and height restrictions set forth in the Federal Aviation Administration's Federal Aviation Regulations (FAR) Part 77. FAR Part 77 requires FAA notice for construction measuring 200 feet or higher. Fox ALUCP imposes additional requirements for reviewing proposed structures within the various Fox Airfield compatibility zones (**See Attachments E and F: Palmdale Regional Airport Consistency Matrix and Fox Airfield Consistency Matrix**).

STAFF EVALUATION

Staff reviewed the AVAP against the ALUP and Fox ALUCP and found that the AVAP is consistent with the ALUP and Fox ALUCP, as the AVAP includes specific policies to address airport land use compatibility in the project area. Future development proposals shall adhere to the policies in the ALUP and Fox ALUCP.

Palmdale Regional Airport

Land Use

The ALUP has the following General (land use) policies:

G-1 Require new uses to adhere to the Land Use Compatibility Chart.

G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.

G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.

G-4 Prohibit any uses which will negatively affect safe air navigation.

G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.

The AVAP Land Use Element has policies to maintain the area's rural character, protect environmental resources, minimize threats from hazards, and promote efficient use of infrastructure and public facilities to make the Antelope Valley a sustainable, resilient place to live.

Policy LU 1.4 addresses effective commercial and industrial land use planning in the project area:

Policy LU 1.4: Ensure that there are appropriate lands for commercial and industrial services throughout the unincorporated Antelope Valley sufficient to serve the daily needs of rural residents and to provide local employment opportunities.

Policy LU 3.6 relates to airports:

Policy LU 3.6: Limit the amount of potential residential development in airport influence areas and near military lands, through the appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this AVAP.

The aforementioned policies will minimize community members' exposure to aircraft noise and safety hazards and are therefore consistent with the ALUP. The Land Use Element is consistent with the ALUP in that no new incompatible uses will be introduced with the uses that are specified in the AVAP.

Land use designation changes within the Palmdale Regional Airport AIA were analyzed for compliance with ALUP Policy G-1 which requires new uses to adhere to the Land Use Compatibility Table. The compatibility table identifies allowable land uses and noise insulation requirements by CNEL. All proposed land use designation changes that are subject to ALUC review are located within the 65 dB CNEL and include Light Industrial (IL), Rural Land 2 (RL2) and Rural Land 20 (RL20). Industrial uses within the 65 dB CNEL are consistent with the ALUP compatibility table. The AVAP Rural Land designations allow residential and agriculture land uses. The compatibility chart indicates that residential uses in the 65 dB CNEL are allowed if they include noise insulation. Therefore, the proposed land use designation changes are consistent with the ALUP.

Staff reviewed the Land Use Element's policies and proposed land use designations within the Palmdale Regional Airport AIA and found no conflicts with the aforementioned General policies of the ALUP.

General William J. Fox Airfield

Land Use

The following proposed land use designations within the Fox Airfield AIA are subject to compatibility analysis: Residential 2 (H2), Residential 5 (H5), Industrial (IL), Mixed Use – Rural (MU-R), Public and Semi-Public (P), Rural Land 1 (RL1), Rural Land 10 (RL10) and Rural Land 20 (RL20).

The Fox Airfield AIA is comprised of compatibility zones (zones) that have the following compatibility criteria: maximum density, intensity (maximum number of people allowed), required open space, prohibited uses and activities, and other development restrictions **(See Attachments G and H: Compatibility Zone Map and Basic Compatibility Criteria)**. Additionally, a noise impact level and risk (safety and airspace protection) level is assigned to each zone ranging from low to very high.

Compatibility Zones A and B are located within airport property and the City of Lancaster, and do not extend into the unincorporated parcels within the AIA. Parcels located within Compatibility Zones C, D, and E are analyzed below for compatibility with the zone criteria.

Compatibility Zone C is also known as the extended approach and departure zone. The noise impact and safety risk level for the zone is moderate. The maximum density allowed

in Zone C is 0.2 dwelling units per acre. Land use designations IL, RL10 and RL20 are proposed for this zone but only RL10 and RL20 designations have a density, which is 0.10 and 0.05, respectively. These are less than the maximum allowable density and are therefore consistent with density criteria for Compatibility Zone C.

Compatibility Zone D is also known as the primary traffic pattern zone. It has a moderate noise impact level and low safety risk level. The following proposed land use designations that are subject to ALUC review are located within this zone: H2, H5, IL, MU-R, RL10 and RL20. Compatibility Zone D does not have density limits and therefore there is no conflict with the criteria.

Compatibility Zone E is also known as the other airport environs zone. The noise impact and safety risk level for the zone is low. The following proposed land uses are located within this zone: H2, H5, IL, MU-R, P and RL1. The compatibility zone does not have density limits; therefore, there is no conflict with this criteria.

All of the compatibility zones limit the percent of developable land and allowable uses. Assemblages of people and highly noise-sensitive uses are prohibited in Compatibility Zone C. Compatibility Zone D prohibits highly noise-sensitive uses. Compatibility Zones D and E prohibit hazards to flight. The compatibility zones require deed notices for properties in the AIA and impose ALUC review for new construction meeting height thresholds in each zone. Future development within the AIA that complies with the compatibility zone standards will be deemed consistent.

Other Components of the AVAP

Proposed Zoning changes

The proposed zone changes affecting parcels within the AIA of Palmdale Regional Airport include the following:

- Rezone from D-2 (Desert Mountain) to either A-2 (Heavy Agriculture) or M-1 (Light Manufacturing). This zone change is consistent with the ALUP policies for Palmdale Regional Airport because the current zone permits the same uses in either A-2 or M-1 zones. The proposed zoning from D-2 to A-2 will not increase density, and will not increase building height nor allow sensitive land uses which would be incompatible with the ALUP policies.

The proposed zone changes affecting parcels within the AIA of Fox Airfield include the following:

- Rezone from D-2 (Desert Mountain) to either A-2 (Heavy Agriculture) or M-1 (Light Manufacturing). This zone change is consistent with the policies of the ALUCP for Fox Airfield because the current D-2 zone permits the same uses in either A-2 or M-1 zones. The proposed zoning from D-2 to A-2 will not increase density and will not increase building heights. Certain land uses are discouraged within compatibility zones of Fox Airfield, such as assemblages of people and highly noise-sensitive uses in Compatibility Zone C, highly noise-sensitive uses in Compatibility Zone D, and hazards to flight in Compatibility Zones D and E. Future development within the AIA that complies with the compatibility zone standards will be deemed consistent.

- Rezoning from D-2 (Desert Mountain) to R-A (Residential Agriculture) is also proposed within the AIA of Fox Airfield in the D and E compatibility zones. Although in compatibility zone D there is no residential density restriction, there is a limitation on the number of people per acre (150), and 10% open land is required. The open land shall be designated along the part of the site which is closest to the airport. Additionally, sensitive uses shall be avoided in these zones, such as assemblages of people and highly noise-sensitive uses in Zone C, highly noise-sensitive uses in Zone D, and hazards to flight in Zones D and E. Future development within the AIA that complies with the compatibility zone standards will be deemed consistent.
- Rezoning from D-2 (Desert Mountain) to MXD-RU (Rural Mixed Use) is also proposed within the AIA of Fox Airfield in the D and E compatibility zones. Although in compatibility zone D there is no residential density restriction, there is a limitation on the number of people per acre (150), and the subject site requires 10% open land. The open land shall be designated along the part of the site which is closest to the airport. Additionally, certain land uses are discouraged from compatibility zone E, such as hazards to flight or amphitheatres. Future development within the AIA that complies with the compatibility zone standards will be deemed consistent.

Significant Ecological Areas

The AVAP proposes minor amendments to the Significant Ecological Area (SEA) Ordinance as well as expansion of the SEA boundaries within the Antelope Valley area, which extend into the Palmdale Regional Airport and Fox Airfield AIAs. Two existing SEAs transect the narrow eastern flank of Palmdale Regional Airport's AIA. This SEA does not encroach into an RPZ or other sensitive area (**Attachment I: Palmdale Regional Airport SEA**). There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in the SEAs. SEA boundary changes extend an existing SEA into the northeastern corner of the AIA of Fox Airfield. This extended SEA does not encroach into an RPZ or other sensitive area (**Attachment J: Fox Airfield SEA**). There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in this SEA. Therefore, SEA boundary changes as part of the AVAP are consistent with the ALUP and Fox ALUCP.

Implementation programs

The AVAP's six Implementation Programs provide measures to achieve the goals and policies of the plan. The proposed Implementation Programs include:

- Significant Ecological Area programs
- Agricultural Resource Areas
- Economic Opportunity Areas
- Transfer of Development Rights
- Antelope Valley Scenic Drives
- Antelope Valley Community Standards Districts

Individual actions associated with these Implementation Programs may be subject to ALUC review if the action is listed in the Review Procedures as requiring an ALUC consistency determination.

Review Procedure

Section 3.2.2 of the Review Procedures states that “even if the land use designations in a general plan (or area plan) have been deemed consistent with the applicable compatibility plan, evaluation of the proposed development relative to the land use designations alone is usually insufficient because (area plans) typically do not contain the detailed airport land use computability criteria necessary for a complete compatibility evaluation of proposed development.” Therefore, the Review Procedures require that “provisions must be made for evaluation of proposed land use development situated within an Airport Influence Area relative to the compatibility criteria set for in the respective compatibility plan.” This requirement can be satisfied in the following ways:

- 1. Sufficient detail can be included in the area plan and/or referenced implementing ordinances, regulations and programs to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan (this requires both that the compatibility criteria be identified and that project review procedures be described);*
- 2. The ALUC’s compatibility plan can be adopted by reference (in this case, the project review procedure must be described in a separate instrument presented to and approved by the ALUC); and/or*
- 3. The area plan can indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.*

A review process that satisfies one of the aforementioned requirements was not found in the AVAP. Therefore, in order for future AVAP projects and programs to be consistent with the adopted ALUP and Fox ALUCP, the projects and programs shall be consistent with all relevant policies in the AVAP relating to airport land use.

Conclusion of Project Consistency

Staff conducted a consistency analysis of the project with all applicable ALUP and Fox ALUCP policies (**See Attachments E and F: Palmdale Consistency Matrix and Fox Airfield Consistency Matrix**). The analysis disclosed that the project presents no inconsistencies with the adopted ALUP and Fox ALUCP.

STATUS OF PROJECT

The Los Angeles County Regional Planning Commission recommended approval of the Antelope Valley Area Plan Update on September 27, 2014. A public hearing before the Los Angeles County Board of Supervisors (Board of Supervisors) is scheduled for November 12, 2014.

ENVIRONMENTAL DOCUMENTATION

In compliance with the California Environmental Quality Act (CEQA) and the County’s Guidelines for Implementation of the California Environmental Quality Act, on August 22, 2014, the applicant prepared a Draft Environmental Impact Report (DEIR) for public review

and comment. The public comment period ends October 6, 2014, and any comments received during the comment period will be considered in the Final EIR for the Board of Supervisors.

LEGAL NOTICE

In compliance with Section 65090 of California Government Code, the ALUC public hearing was noticed for ten days in the local newspaper *The Antelope Valley Press* on September 25, 2014. Notices were also mailed to interested parties on the County's courtesy list, totaling 15 mailings.

PUBLIC COMMENTS

At the time of this writing, staff has received no comments regarding this project.

RECOMMENDED ACTION

Staff recommends that the Airport Land Use Commission find the proposed updates to the Antelope Valley Area Plan project submitted by the Los Angeles County Department of Regional Planning **consistent** with the policies of the Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan, because the project's actions and policies satisfy the consistency criteria in the adopted ALUP and Fox ALUCP. Attached are draft findings (**Attachment K: Draft Findings**).

SUGGESTED MOTION

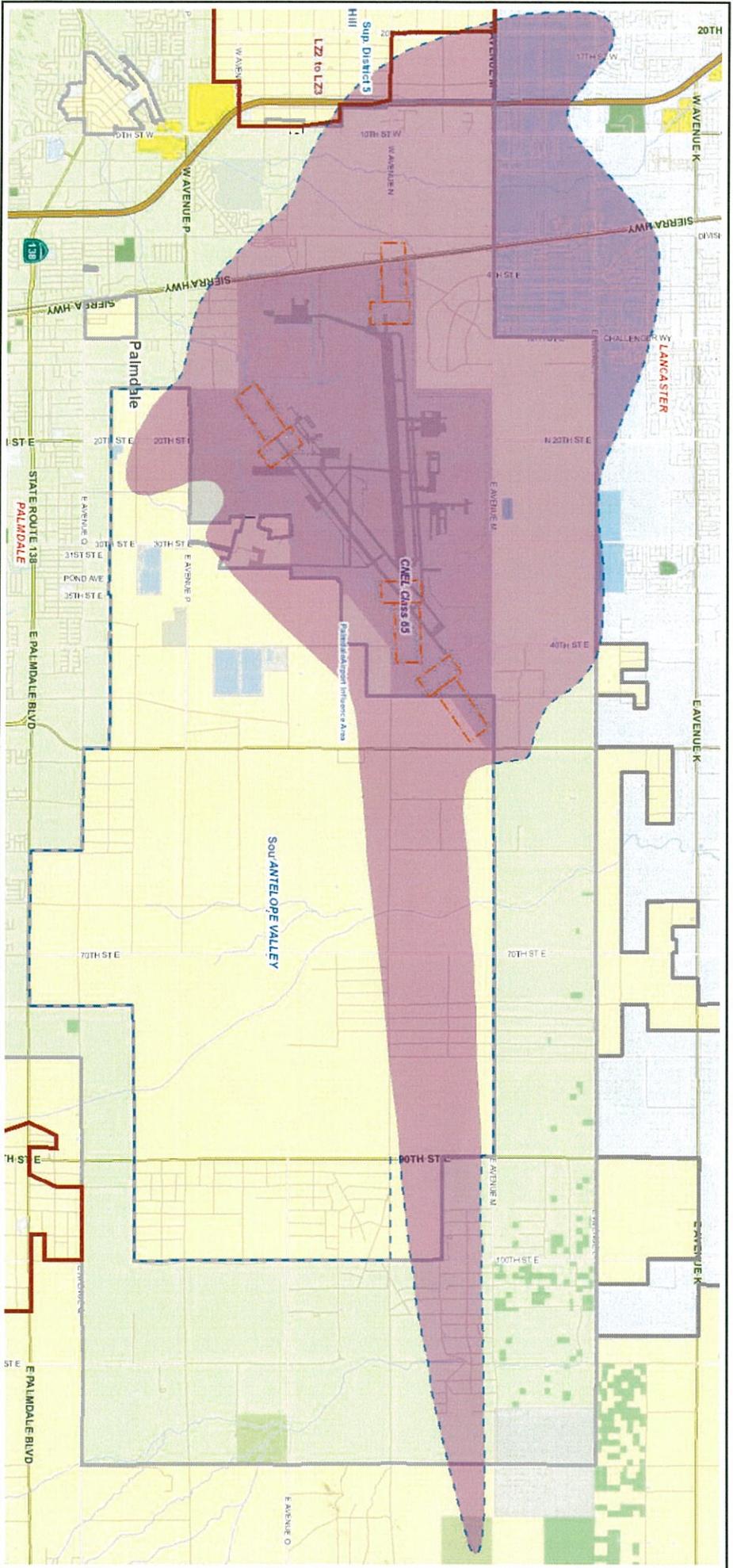
*"I move that the Airport Land Use Commission close the public hearing and, based on the evidence presented, find the Antelope Valley Area Plan Update **CONSISTENT** with the adopted Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan."*

Attachments:

Attachment A: Palmdale Regional Airport AIA Map
Attachment B: Fox Airfield AIA Map
Attachment C: Land Use Compatibility Table
Attachment D: Noise Compatibility Criteria
Attachment E: Palmdale Consistency Matrix
Attachment F: Fox Airfield Consistency Matrix
Attachment G: Fox Airfield Compatibility Zone Map
Attachment H: Basic Compatibility Criteria
Attachment I: Palmdale Regional Airport SEA Map
Attachment J: Fox Airfield SEA Map
Attachment K: Draft Findings

Prepared by: Jonathan P. Bell, Regional Planning Assistant II, Community Studies East Section
Reviewed by: Carmen Sainz, Supervising Regional Planner, Community Studies East Section

Attachment A: Palmdale Regional Airport AIA Map



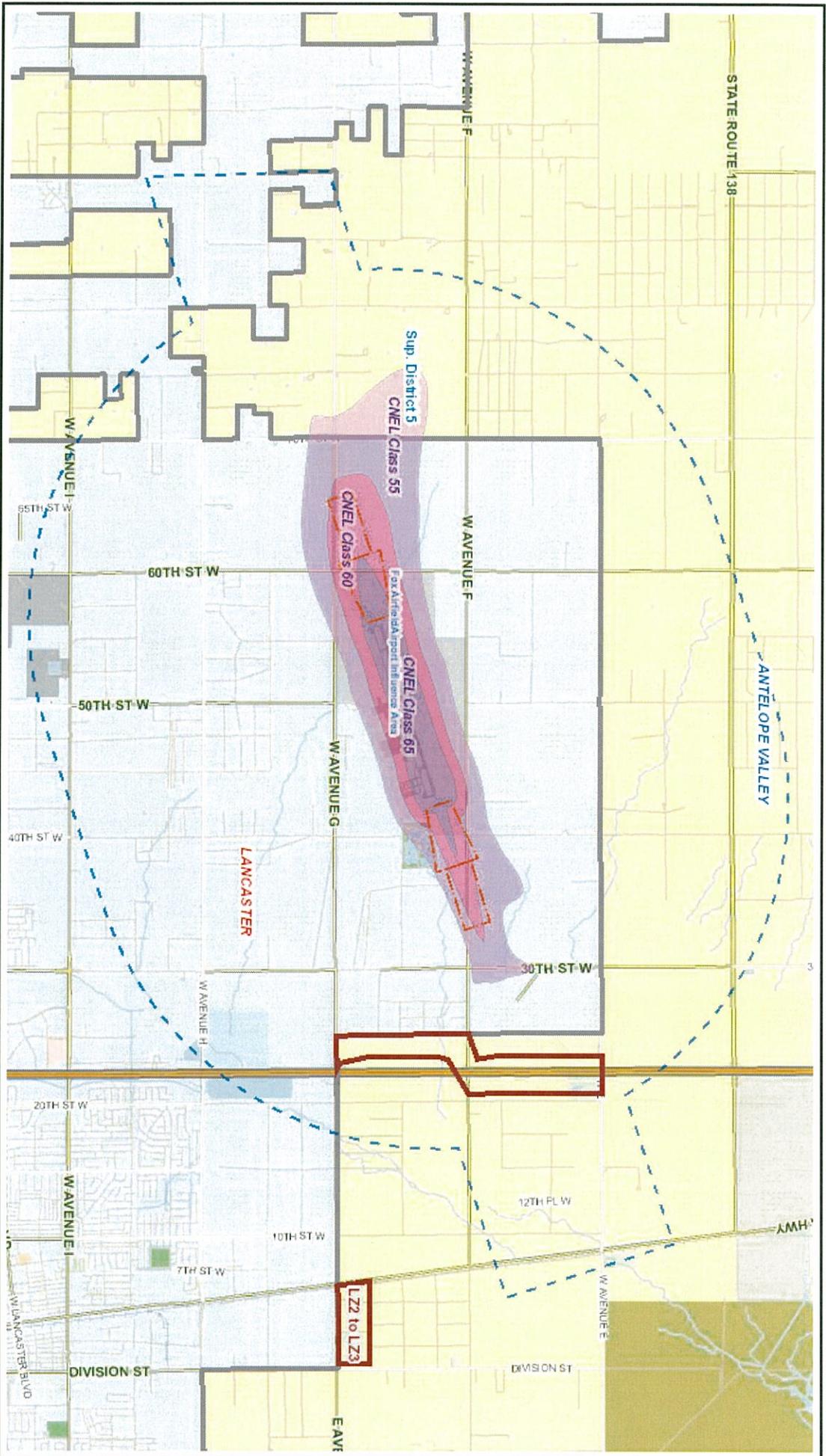
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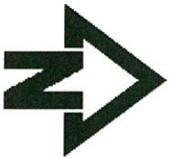
Attachment B: Fox Airfield AIA Map



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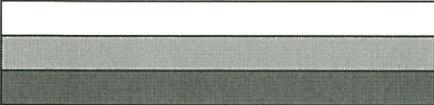


Miles



Attachment C: Land Use Compatibility Table

V. STATEMENT OF LAND USE COMPATIBILITY

<i>LAND USE COMPATIBILITY TABLE</i>						
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>					
	<i>Community Noise Exposure</i>					
<i>Land Use Category</i>	<i>55</i>	<i>60</i>	<i>65</i>	<i>70</i>	<i>75</i>	
<i>Residential</i>						
<i>Educational Facilities</i>						
<i>Commercial</i>						
<i>Industrial</i>						
<i>Agriculture</i>						
<i>Recreation</i>						

Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

Attachment D: Noise Compatibility Criteria

Land Use Category	CNEL (dB)				
	50-55	55-60	60-65	65-70	70-75
<i>Residential</i>					
single-family, nursing homes, mobile homes	++	0	-	--	--
multi-family, apartments, condominiums	++	+	0	--	--
<i>Public</i>					
schools, libraries, hospitals	+	0	-	--	--
churches, auditoriums, concert halls	+	0	0	-	--
transportation, parking, cemeteries	++	++	++	+	0
<i>Commercial and Industrial</i>					
offices, retail trade, restaurants	++	+	0	0	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
general manufacturing, utilities, extractive industry	++	++	++	+	+
<i>Agricultural and Recreational</i>					
cropland	++	++	++	++	+
livestock breeding	++	+	0	0	-
parks, playgrounds, zoos	++	+	+	0	-
golf courses, riding stables, water recreation	++	++	+	0	0
outdoor spectator sports	++	+	+	0	-
amphitheaters	+	0	-	--	--

Land Use Acceptability	Interpretation/Comments
++ <i>Clearly Acceptable</i>	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ <i>Normally Acceptable</i>	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0 <i>Marginally Acceptable</i>	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- <i>Normally Unacceptable</i>	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- <i>Clearly Unacceptable</i>	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Table 2C

Noise Compatibility Criteria

Attachment E: Palmdale Consistency Matrix

**Los Angeles County Airport Land Use Plan Policies / Draft Antelope Valley Area Plan
Consistency Review Matrix**

LA County ALUP Policies	Discussion	Finding
General Policies		
G-1 Require new uses to adhere to the Land Use Compatibility Chart.	The Draft Antelope Valley Area Plan requires that all development projects within the airport influence area must comply with all policies in the Airport Land Use Plan per a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i> This includes adherence to the Land Use Compatibility Chart.	Consistent
G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.	The Draft Antelope Valley Area Plan requires that all development projects within the airport influence area must comply with all policies in the Airport Land Use Plan per a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i> This includes adherence to the Land Use Compatibility Chart. Additionally, the only zone change in the Palmdale airport influence area is from M.1.5 Restricted Heavy Manufacturing to M.1 Light Manufacturing. The M.1 zone allows less intensive uses than M.1.5. Additionally, the land use designation of IL Light Industrial which underlies all M.1 zones only allows an FAR of 1.0 which is much less intensive than is currently allowed in these areas. The rural land use designations of RL 2, RL 10 and RL 20 within the airport influence area all have very restricted densities linked to one single family unit per the number acres in the designation (RL 20 one unit per 20 gross acres) and all of those areas have zoning of A-2-2 which is not changing.	Consistent
G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.	The Draft Antelope Valley Area Plan is a planning document update which does not include any development projects. Therefore this policy is not applicable for this Plan.	Not Applicable
G-4 Prohibit any uses which will negatively affect safe air navigation.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all</i>	Consistent

**Los Angeles County Airport Land Use Plan Policies / Draft Antelope Valley Area Plan
Consistency Review Matrix**

LA County ALUP Policies	Discussion	Finding
	<i>policies of the applicable airport land use compatibility plan.</i>	
G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.	This planning project does not involve airport proprietors and therefore the policy is not applicable.	Not Applicable
Noise Policies		
N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
N-2 Require sound insulation to insure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.	The Draft Antelope Valley Area Plan does not contain policies that are in conflict or are inconsistent with this ALUP policy.	Consistent
N-4 Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
Safety Policies		
S-1 Establish “runway protection zones” contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA’s runway protection zone (formally called clear zone).	The Draft Antelope Valley Area Plan is an update to the current land use and zoning for the privately owned parcels in the unincorporated areas and is not an airport project and therefore is not applicable to this project.	Not Applicable
S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all</i>	Consistent

**Los Angeles County Airport Land Use Plan Policies / Draft Antelope Valley Area Plan
Consistency Review Matrix**

LA County ALUP Policies	Discussion	Finding
runway protection zone. It is recommended that these materials be stored underground.	<i>policies of the applicable airport land use compatibility plan.</i>	
S-3 Prohibit, within a runway protection zone, any use which would direct a steady light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
S-4 Prohibit, within a runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i> The Draft Antelope Valley Area Plan does contain Significant Ecological Areas boundary changes that include those in the Palmdale Airport Influence Area; however those areas do not contain any wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation.	Consistent
S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
S-7 Comply with the height restriction standards and procedures set forth in FAR Part 77.	The Draft Antelope Valley Area Plan includes a Supplemental Policy which states: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of the applicable airport land use compatibility plan.</i>	Consistent
Project location (see ALUCP pages 9-10)		
Is the project located in or near a runway protection zone? Would the proposed use	The Draft Antelope Valley Area Plan does not propose any development in or near the runway protection zone of the Palmdale	Consistent

**Los Angeles County Airport Land Use Plan Policies / Draft Antelope Valley Area Plan
Consistency Review Matrix**

LA County ALUP Policies	Discussion	Finding
result in the congregation of people in a runway protection zone?	Airport.	
Infill Criteria from LA County ALUC Review Procedures		
3.3.1.b.(1) The parcel size is no larger than 20.0 acres.	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable
3.3.1.b.(2) At Least 65% of the site’s perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than , those proposed.	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable
3.3.1.b.(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable
3.3.1.b.(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g. through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.	The Draft Antelope Valley Area Plan does not propose any increases in residential density or commercial intensities in any land use designations or zoning categories within the airport influence area of Palmdale Airport.	Consistent
3.3.1.b.(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the compatibility plan unless replacement open land is provided within the same compatibility zone.	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable	Not Applicable
3.3.1.c.(1) <i>Residential development:</i> The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or	The Draft Antelope Valley Area Plan is not a development project and therefore this procedure is not applicable.	Not Applicable
3.3.1.c.(2) Double the density permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan,	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable

**Los Angeles County Airport Land Use Plan Policies / Draft Antelope Valley Area Plan
Consistency Review Matrix**

LA County ALUP Policies	Discussion	Finding
whichever is the lesser density.		
3.3.1.d.(1) <i>Non-residential development</i> : The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable
3.3.1.d.(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.	The Draft Antelope Valley Area Plan is not a development project and therefore this policy is not applicable.	Not Applicable

Attachment F: Fox Airfield Consistency Matrix

**General William J. Fox Airfield Land Use Compatibility Plan/Antelope Valley Area Plan
Consistency Review Matrix**

Compatibility Criteria	Discussion	Finding
<p>Zone A Prohibited Uses</p> <ul style="list-style-type: none"> ➤ All structures except ones with location set by aeronautical function ➤ Assemblages of people ➤ Objects exceeding FAR Part 77 height limits ➤ Storage of hazardous materials ➤ Hazards to flight <p>Zone A Development Conditions</p> <ul style="list-style-type: none"> ➤ Mostly on existing or future airport property or other public lands ➤ Avigation easement dedication on remainder 	<p>No properties in the areas covered by the AVAP are located within Zone A.</p>	<p>Not Applicable</p>
<p>Zone B1 & B2 Prohibited Uses</p> <ul style="list-style-type: none"> ➤ Children’s schools, day care centers, libraries ➤ Hospitals, nursing homes ➤ Buildings with >2 habitable floors above ground ➤ Highly noise-sensitive uses (e.g., outdoor theaters) ➤ Above-ground bulk storage of hazardous materials ➤ Critical community infrastructure facilities 10 ➤ Hazards to flight <p>Zone B1 Development Conditions</p> <ul style="list-style-type: none"> ➤ Locate structures maximum distance from extended runway centerline ➤ Minimum NLR of 25 dB in residences (including mobile homes) and office 	<p>No properties in the areas covered by the AVAP are located within Zone B1 or Zone B2.</p>	<p>Not Applicable</p>

**General William J. Fox Airfield Land Use Compatibility Plan/Antelope Valley Area Plan
Consistency Review Matrix**

Compatibility Criteria	Discussion	Finding
<p>buildings</p> <ul style="list-style-type: none"> ➤ Airspace review required for objects >35 feet tall ➤ Avigation easement dedication ➤ Maximum residential density per acre 0.05; average parcel size 20 acres or greater ➤ Maximum intensity for other uses people per acre: 40 average; 80 on single acre ➤ Height restricted to as little as 50 feet ➤ Open space requirement: 30% <p>Zone B2 Development Conditions</p> <ul style="list-style-type: none"> ➤ Same as Zone B1 with following exceptions: ➤ Maximum intensity for other uses people per acre: 100 average; 200 on single acre ➤ Height restricted to as little as 35 feet 		
<p>Zone C Prohibited Uses</p> <ul style="list-style-type: none"> ➤ Children’s schools, libraries ➤ Hospitals, nursing homes ➤ Buildings with >3 habitable floors above ground ➤ Highly noise-sensitive uses (e.g., outdoor theaters) ➤ Hazards to flight <p>Zone C Development Conditions</p> <ul style="list-style-type: none"> ➤ Minimum NLR of 20 dB in residences (including mobile homes) and office 	<p>The proposed land uses within the C Zone of the airport influence area are IL Light Industrial, RL-2, RL 10 and RL 20. The proposed zones are A-2-2, A-2-2.5 and M-1. The light industrial uses do not include any of the prohibited uses for the C zone and all other development conditions will be reviewed for consistency with the ALUP when a project is proposed, per Policy LU 3.7: <i>All development projects located on parcels that are within an airport influence area shall be consistent with all policies of that airport’s land use compatibility plan.</i> Additionally, under the land use designation of IL Light Industrial, a permitted floor area ratio (FAR) is 1.0; this precludes the 13 times the buildable area</p>	<p>Consistent</p>

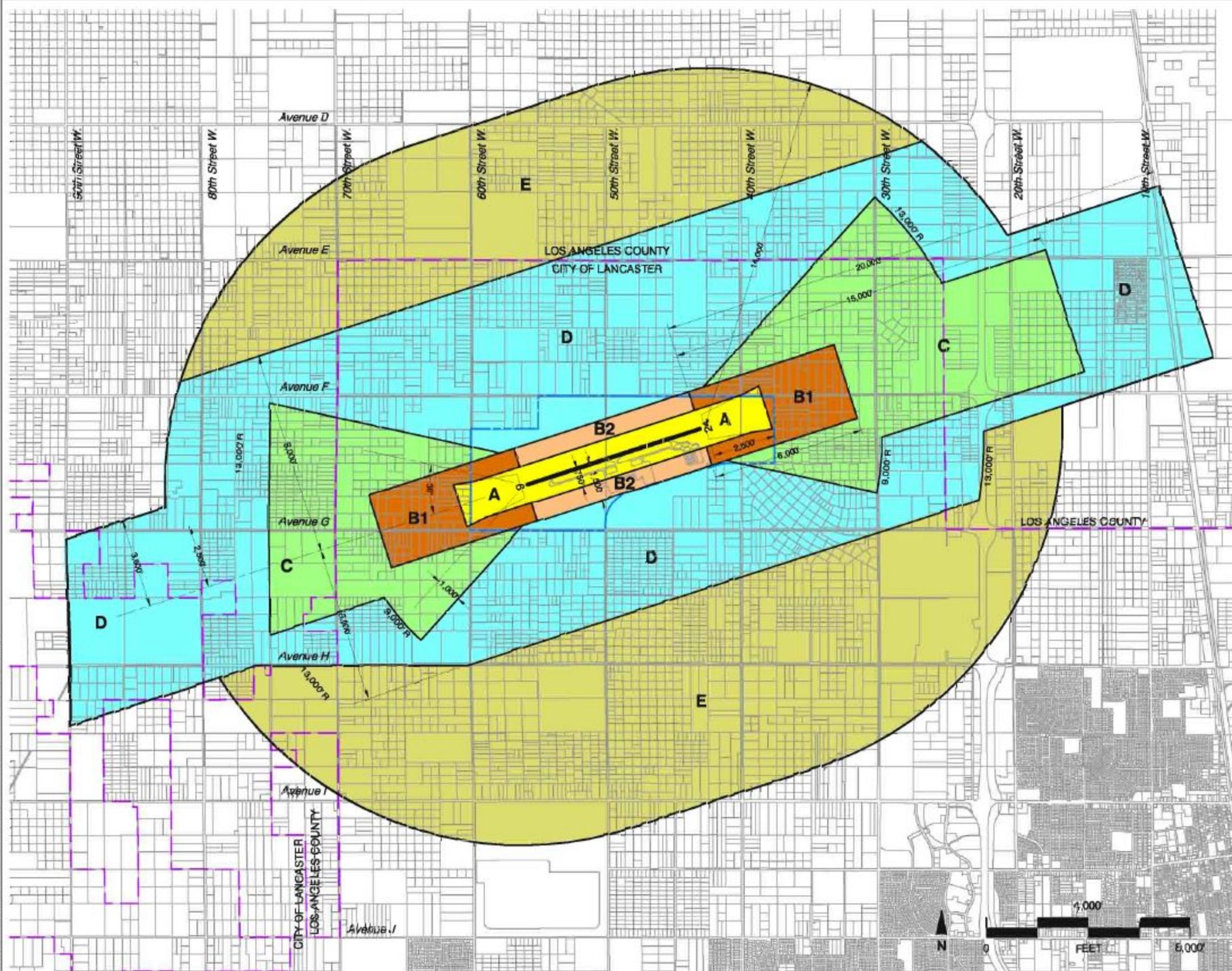
**General William J. Fox Airfield Land Use Compatibility Plan/Antelope Valley Area Plan
Consistency Review Matrix**

Compatibility Criteria	Discussion	Finding
<p>buildings</p> <ul style="list-style-type: none"> ➤ Airspace review required for objects >50 feet tall ➤ Deed notice required ➤ Maximum residential density per acre 0.02; average parcel size 5 acres or greater ➤ Maximum intensity for other uses people per acre 75 average; 150 on single acre ➤ Height restricted to as little as 50 feet ➤ Open space requirement 20% 	<p>which would otherwise be allowed in the M-1 zone.</p> <p>The RL-2 land use is Rural Land minimum 2 acres for a single family dwelling; the RL-10 land use is Rural Land minimum 10 acres for a single family dwelling and the RL-20 land use requires a 20 acre minimum. The RL-2 land use designation does not represent and density increase or intensification over the current AV Plan. The RL-10 and RL-20 land use designations are below the density threshold of 0.2 dwelling units per acre and do not include any of the prohibited uses listed for the C zone. The RL-10 land use is Rural Land minimum 10 acres for a single family dwelling and the RL-20 has a minimum of 20 acres. All development conditions including maximum densities and intensities will be reviewed when projects are proposed within this zone.</p>	
<p>Zone D Prohibited Uses</p> <ul style="list-style-type: none"> ➤ Highly noise-sensitive uses ➤ Hazards to flight <p>Zone D Development Conditions</p> <ul style="list-style-type: none"> ➤ Airspace review required for objects >100 feet tall ➤ Deed notice required ➤ Children’s schools, hospitals, nursing homes discouraged ➤ No limit on residential density ➤ Maximum other uses intensity people per acre: 150 average; 300 on single acre ➤ Height limit generally 100 feet above runway elevation ➤ Open space requirement 10% 	<p>The land uses proposed in the AVAP in Zone D are the low density residential designations and include RL-20, RL-2, RL-1, H-2 and H5. The land use designation of IL, for Light Industrial and IH Heavy Industrial. The intensity limits for these uses are not likely to exceed the thresholds listed for this zone. Per Policy LU 3.7, all development projects must be consistent with all policies in the airport land use compatibility plan. The uses proposed do not include any which are listed as prohibited or discouraged, such as hospitals, children’s schools or nursing homes. All development conditions including maximum intensities will be reviewed when projects are proposed within Zone D.</p>	Consistent
<p>Zone E Prohibited Uses</p> <ul style="list-style-type: none"> ➤ Hazards to flight 	<p>No prohibited or discouraged uses are proposed within Zone E. The land use designations included in Zone E are RL20, RL10, RL-2, RL-1,</p>	Consistent

**General William J. Fox Airfield Land Use Compatibility Plan/Antelope Valley Area Plan
Consistency Review Matrix**

Compatibility Criteria	Discussion	Finding
<p>Zone E Development Conditions</p> <ul style="list-style-type: none"> ➤ Airspace review required for objects >100 feet tall ➤ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks 	<p>MU-R, and IL. The proposed zones include A-2-2.5, A-2-2, A-1-1, MXD-RU and IL. None of the proposed zones or land use designations would allow sports stadiums, concert halls or amphitheatres. All development conditions will be reviewed for consistency with the ALUCP when projects are proposed within this zone per Antelope Valley Area Plan Policy LU 3.7.</p>	

Attachment G: Fox Airfield Compatibility Zone Map



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- Lancaster City Limits

Note:

Airport influence over boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

Los Angeles County
 Airport Land Use Commission
 General William J. Fox Airfield
 Land Use Compatibility Plan

(Adopted December 1, 2004)

Figure 2A

Compatibility Map
 General William J. Fox Airfield

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Attachment H: Basic Compatibility Criteria

Zone	Locations	Maximum Densities / Intensities			Req'd Open Land ³	Additional Criteria	
		Residential (du/ac) ¹	Other Uses (people/ac) ²			Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁸ 	<ul style="list-style-type: none"> › Mostly on existing or future airport property or other public lands › Avigation easement dedication on remainder
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Buildings with >2 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Aboveground bulk storage of hazardous materials ⁹ › Critical community infrastructure facilities ¹⁰ › Hazards to flight ⁸ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹¹ › Airspace review required for objects >35 feet tall ¹² › Avigation easement dedication
B2	Adjacent to Runway	0.05 (average parcel size ≥20.0 ac.)	100	200	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹¹ › Airspace review required for objects >35 feet tall ¹² › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	20%	<ul style="list-style-type: none"> › Children's schools, libraries › Hospitals, nursing homes › Buildings with >3 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Hazards to flight ⁸ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹¹ › Airspace review required for objects >50 feet tall › Deed notice required
D	Primary Traffic Patterns	No Limit	150	300	10%	<ul style="list-style-type: none"> › Highly noise-sensitive uses › Hazards to flight ⁸ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall › Deed notice required › Children's schools, hospitals, nursing homes discouraged ¹³
E	Other Airport Environs	No Limit	No Limit ¹⁴	No Limit	No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁸ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁴

Table 2A

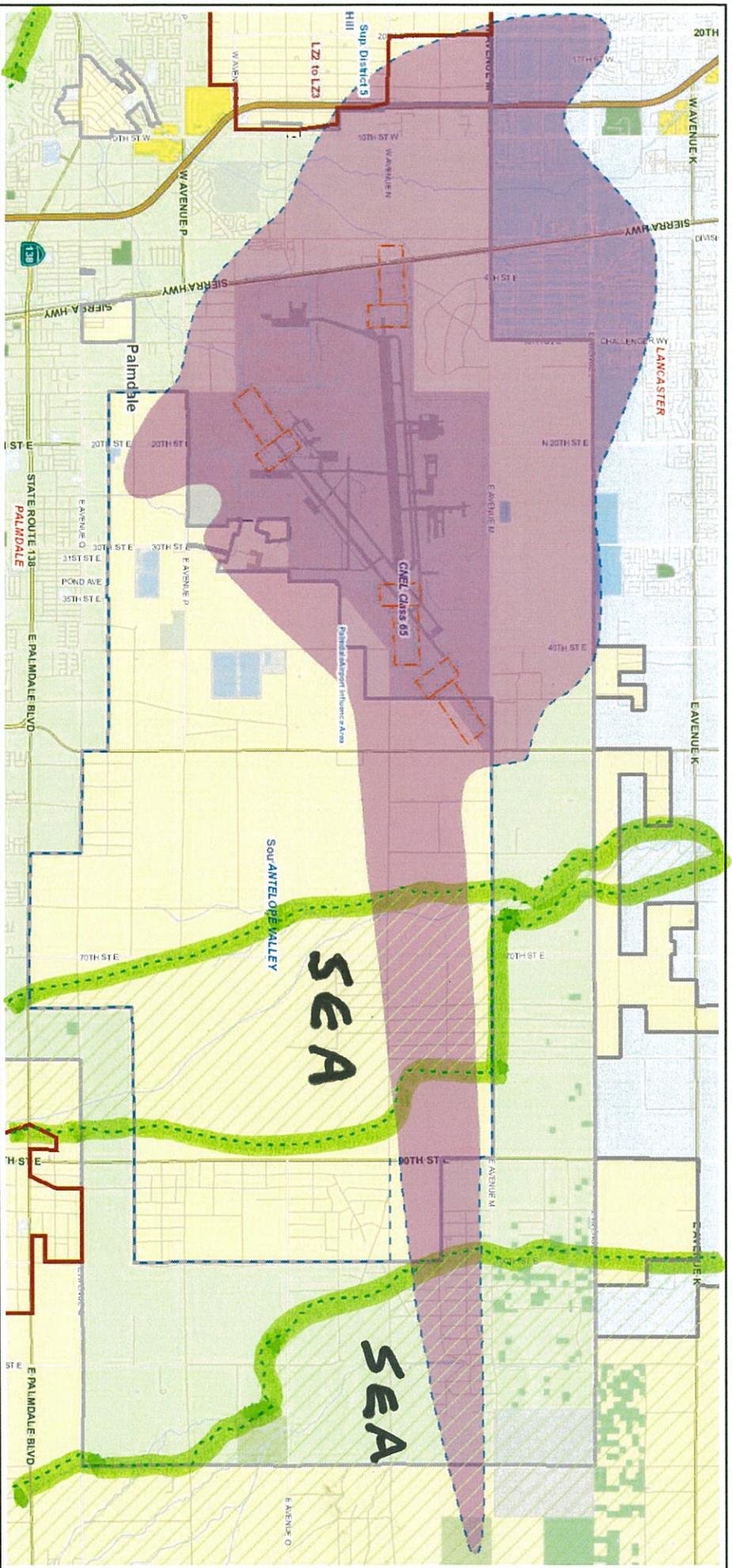
Basic Compatibility Criteria

NOTES:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 2.3.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as non-residential development. See Policy 2.1.4(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 2.3.4 for definition of open land.
- ⁴ The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 2.5.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 2.3.5 for details.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 2.4.7 for details.
- ⁹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 2.3.3(c) for details.
- ¹⁰ Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 2.3.3(d) for details.
- ¹¹ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 2.2.6 for details.
- ¹² Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 2.4.6 and Procedures Policy 3.3.6 for details.
- ¹³ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁴ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

Attachment I: Palmdale Regional Airport SEA Map

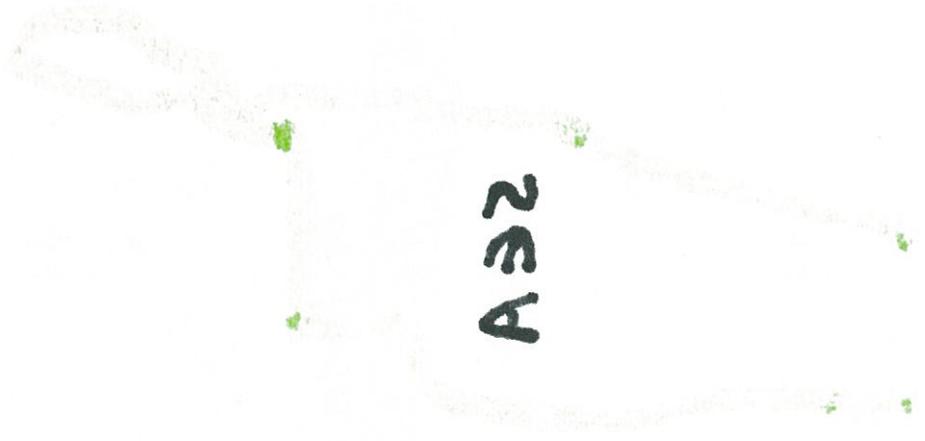


Created in GIS-NET3

Printed: Sep 30, 2014

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Attachment J: Fox Airfield SEA Map

**DRAFT FINDINGS AND ORDER OF THE COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION**

**AVIATION CASE NO. 201400004
PROJECT NO. R2014-02373-(5)**

COMMISSION HEARING DATE: October 8, 2014

SYNOPSIS:

The Airport Land Use Commission (ALUC) is conducting a consistency review of Los Angeles County Department of Regional Planning's Antelope Valley Area Plan Update (AVAP), which includes the draft Antelope Valley Area Plan with associated land use changes and updated Significant Ecological Area boundaries, accompanying zone changes, and amendments to Title 22 of the Los Angeles County (County) Code. This project affects property within the Airport Influence Areas of Palmdale Regional Airport/United States Air Force Plant 42 (Palmdale Regional Airport) and General William J. Fox Airfield (Fox Airfield).

For the purposes of the ALUC, the consistency determination focuses on how the AVAP's proposed zone and land use changes relate to the policies contained in the Los Angeles County Airport Land Use Plan (ALUP) and the General William J. Fox Airfield Land Use Compatibility Plan (Fox ALUCP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

[To be completed after the public hearing]

FINDINGS:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code (PUC) requires every county in which there is a public use airport to establish an ALUC.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the ALUC for Los Angeles County.
3. In 1991, the Los Angeles County ALUC adopted the ALUP that sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
4. In 2004, the Los Angeles County ALUC adopted the Fox ALUCP that sets forth policies, a planning boundary, and criteria for promoting compatibility between the airport and the surrounding land uses.

5. The ALUP and Fox ALUCP contain policies and criteria to minimize the public's exposure to excessive noise and safety hazards associated with airports.
6. In accordance with PUC Section 21676, the ALUC has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted ALUP when the local agency's general plan has not been reviewed for consistency with the ALUP.
7. PUC Section 21676 requires that each local agency whose general plan includes areas covered by an ALUP shall submit a copy of its general plan or area plan to the ALUC for determination on whether the plan is consistent with the ALUP.
8. Palmdale Regional Airport was established in 1935 by the federal Bureau of Air Commerce as an emergency landing field for the high desert area of Los Angeles County. The airport was developed into a military airfield during World War II. In 1946, the County of Los Angeles bought the property for future use as a public airport. Los Angeles World Airports later purchased the site and several acres of unincorporated territory around the airport. Currently, no commercial airline service is offered at this site. The United States Air Force purchased a portion of the land in 1951 and USAF Plant 42 remains on the site for military flight testing. Palmdale Regional Airport is located at 2503 E Avenue P, Palmdale, CA 93550.
9. General William J. Fox Airfield was built by the County of Los Angeles in 1959 when commercial and general aviation operations were relocated from Palmdale Airport to Fox Airfield to separate civilian and military operations. The airport is owned by the County of Los Angeles and operated by American Airports Corporation, and airport management firm. The airport is used for emergency firefighting response and for air cargo operations. Fox Airfield is located at 4555 W. Avenue G, Lancaster, CA 93536.
10. The ALUP establishes an Airport Influence Area for Palmdale Regional Airport, which is comprised of the airport property, the area within the designated Runway Protection Zones and the 65 decibel Community Noise Equivalent Level (dB CNEL) noise contour. The Airport Influence Area defines the planning boundary for the ALUC.
11. The Fox ALUCP establishes an Airport Influence Area for Fox Airfield, which is comprised of the airport property, the area within the designated Runway Protection Zones and the 65 dB CNEL noise contour. The Airport Influence Area defines the planning boundary for the ALUC.
12. The ALUP establishes noise compatibility criteria to assess compatibility between the Palmdale Regional Airport and land uses within the AIA. The ALUP's Land Use Compatibility Table lists recreation, agriculture, industrial and commercial land uses within the 65 dB CNEL noise contour as compatible uses

from an airport land use perspective. Residential, commercial and recreational uses are compatible provided sound insulation needs are reviewed. Educational facilities are not compatible in the 65 dB CNEL. Above 70 db CNEL, residential uses are to be avoided unless related to airport services.

13. The Fox ALUCP establishes noise compatibility criteria to assess compatibility between Fox Airfield and land uses within the Fox Airfield AIA. For the 65 dB CNEL noise contour, Fox ALUCP's noise compatibility table generally allows residential, public, commercial/industrial, and agricultural/recreational, with noise insulation recommended for residences, nursing homes, schools, libraries, hospitals and amphitheatres. Above 70 dB CNEL, residential uses should be avoided in the AIA.
14. The ALUP and Fox ALUCP include safety, airspace protection, and overflight policies to ensure compatibility with areas surrounding airports. Runway Protection Zones prohibit uses that may create a safety hazard for aircraft in the air and people on the ground. The Runway Protection Zones at Palmdale Regional Airport and Fox Airfield extend beyond the airport property and into surrounding areas. Airspace policies recommend that new construction be restricted in the RPZs. Within the Palmdale Regional Airport and Fox Airfield Airport Influence Areas, building heights are subject to the noticing requirements and height restrictions set forth in the Federal Aviation Administration's Federal Aviation Regulations (FAR) Part 77. FAR Part 77 requires FAA notice for construction measuring 200 feet or higher. Fox ALUCP imposes additional requirements for reviewing proposed structures within the various Fox Airfield Compatibility Zones.
15. The AVAP encompasses the entirety of the unincorporated area in Antelope Valley, the northern part of Los Angeles County. The project area is bordered by Kern County to the north, Ventura County to the West, and San Bernardino County to the east, and is located entirely within the County's Fifth Supervisorial District. The AVAP covers 1,800 square miles and includes over 24 communities. The project area features large swaths of sparsely populated land that includes the Angeles National Forest, portions of Los Padres National Forest, the Mojave Desert, as well as county parks and state and federal recreational areas.
16. In compliance with the California Environmental Quality Act (CEQA) and the County's Guidelines for Implementation of the California Environmental Quality Act, on August 22, 2014, the applicant prepared a Draft Environmental Impact Report (DEIR) for public review and comment. The public comment period ends October 6, 2014, and any comments received during the comment period will be considered in the Final EIR for the Board of Supervisors.
17. Policies LU 1.4 and LU 3.6 of the AVAP relate to effective commercial and industrial land use planning and airports:

Policy LU 1.4: Ensure that there are appropriate lands for commercial and industrial services throughout the unincorporated Antelope Valley sufficient to serve the daily needs of rural residents and to provide local employment opportunities.

Policy LU 3.6: Limit the amount of potential residential development in airport influence areas and near military lands, through the appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this AVAP.

The aforementioned policies will minimize community members' exposure to aircraft noise and safety hazards and are therefore consistent with ALUP.

18. The Land Use Element is consistent with the ALUP in that no new incompatible uses will be introduced with the uses that are specified in the AVAP.
19. Land use designation changes within the Palmdale Regional Airport AIA were analyzed for compliance with ALUP Policy G-1 which requires new uses to adhere to the Land Use Compatibility Table. The compatibility table identifies allowable land uses and noise insulation requirements by CNEL. All proposed land use designation changes that are subject to ALUC review are located within the 65 dB CNEL and include Light Industrial (IL), Rural Land 2 (RL2) and Rural Land 20 (RL20). Industrial uses within the 65 dB CNEL are consistent with the ALUP compatibility table. The AVAP Rural Land designations allow residential and agriculture land uses. The compatibility chart indicates that residential uses in the 65 dB CNEL are allowed if they include noise insulation. Therefore, the proposed land use designation changes are consistent with the ALUP.
20. The Fox Airfield AIA is comprised of compatibility zones that have the following compatibility criteria: maximum density, intensity (maximum number of people allowed), required open space, prohibited uses and activities, and other development restrictions. Additionally, a noise impact level and risk (safety and airspace protection) level is assigned to each zone ranging from low to very high. All of the compatibility zones limit the percent of developable land and allowable uses. Assemblages of people and highly noise-sensitive uses are prohibited in Compatibility Zone C. Compatibility Zone D prohibits highly noise-sensitive uses. Compatibility Zones D and E prohibit hazards to flight. The compatibility zones require deed notices for properties in the AIA and impose ALUC review for new construction meeting height thresholds in each zone. Future development within the AIA that complies with the compatibility zone standards will be deemed consistent with the Fox ALUCP.
21. The Los Angeles County Regional Planning Commission recommended approval of the Antelope Valley Area Plan Update on September 27, 2014.

22. A public hearing before the Los Angeles County Board of Supervisors is scheduled for November 12, 2014.
23. The AVAP proposes minor amendments to the Significant Ecological Area (SEA) Ordinance as well as expansion of the SEA boundaries within the Antelope Valley area, which extend into the Palmdale Regional Airport and Fox Airfield AIAs. Two existing SEAs transect the narrow eastern flank of Palmdale Regional Airport's AIA. This SEA does not encroach into a Runway Protection Zone or other sensitive area. There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in the SEAs. SEA boundary changes extend an existing SEA into the northeastern corner of the AIA of Fox Airfield. This extended SEA does not encroach into a Runway Protection Zone or other sensitive area. There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in this SEA. Therefore, SEA boundary changes as part of the AVAP are consistent with the ALUP and Fox ALUCP.
24. Individual actions associated with these Implementation Programs may be subject to ALUC review if the action is listed in the Review Procedures as requiring an ALUC consistency determination.
25. Staff conducted a consistency analysis of the project with all applicable ALUP and Fox ALUCP policies and found that AVAP presents no inconsistencies with the adopted airport land use compatibility policies. Portions of the project area are located within the 65 dB CNEL of the Airport Influence Area for Palmdale and Fox, so noise policies of the ALUP and Fox ALUCP apply. The proposed project will not introduce noise-sensitive uses. There are no safety, overflight, and air space hazards in the Airport Influence Areas of Palmdale Regional Airport or Fox Airfield associated with the AVAP.
26. Policies and programs associated with the AVAP shall be consistent with airport compatibility policies in the adopted ALUP and Fox ALUCP.
27. In order for future projects and programs to be consistent with the adopted ALUP and Fox ALUCP, the projects and programs shall be consistent with all relevant policies in the AVAP relating to airport land use.

**BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION
CONCLUDES:**

That the proposed project presented in Aviation Case No. 201400004 is consistent with the Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan.

AIRPORT LAND USE COMMISSION ACTION:

In view of the findings of fact presented above, the project presented in Aviation Case No. 201400004 is found **CONSISTENT** with Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:



County of Los Angeles

**Regional Planning Commission
Airport Land Use Commission**

Commissioners
Esther L. Valadez, *Chair*
Laura Shell, *Vice Chair*
David W. Louie
Curt Pedersen
Pat Modugno

DATE: October 7, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

**SUBJECT: AIRPORT LAND USE COMMISSION – ADDITIONAL MATERIALS
ANTELOPE VALLEY AREA PLAN UPDATE
PROJECT NO. R2014-02373-(5)
AVIATION CASE NO. 201400004
HEARING DATE: OCTOBER 8, 2014
ITEM 5**

Since submitting the hearing package for the Airport Land Use Commission review of the Antelope Valley Area Plan Update to your Commission on October 2, 2014, staff received a comment letter from United States Air Force Plant 42 dated October 6, 2014. Staff made minor revisions to the Draft Findings to reflect comments from the Air Force. Within the enclosed attachments, the changes are underlined for ease of review.

If you have questions, please feel free to contact **Jonathan Bell** at (213) 974-6425, or by email at jpbell@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 5:30 p.m. Our offices are closed on Fridays.

CS:JPB

Attachments

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary of Commission

Jonathan Bell

From: HUGHES, TIMOTHY W GS-14 USAF AFMC 412 TW/412 TW OL-AF Plant 42
[timothy.hughes.24@us.af.mil]
Sent: Monday, October 06, 2014 10:00 AM
To: Jonathan Bell
Cc: CUMMINS, GENE F Lt Col USAF AFMC 412 TW/OL-AF Plant 42; KIERNAN, SCOTT E
NH-03 USAF AFMC 412 TW/XPP; nhickling@lacbos.org
Subject: Initial Air Force Plant 42 Comments on ALUC Project No. R2014-02373-(5); Aviation Case
No. 201400004

Importance: High

Mr. Bell

We just received notice on Friday of the October 8 ALUC public hearing on the subject AV Area Plan Update. Note that we do NOT take issue with the finding in the staff report that the Area Plan is consistent with the current LA County Airport Land Use Plan; however we do take issue with the accuracy & completeness of the information regarding AF Plant 42 and Palmdale Regional Airport that is presented to the ALUC, and request that it be updated before the public hearing. We will make ourselves available to discuss in advance and in person if necessary, but are prepared to attend the ALUC meeting to discuss if necessary. Please call me at your earliest convenience.

Here are our initial comments on the ALUC staff report:

1. Palmdale Regional Airport and AF Plant 42 are not necessarily interchangeable. The Project Description on page 1 of the staff report refers to us as "Palmdale Regional Airport/United States Air Force Plant 42 (Palmdale Regional Airport)" – more appropriately stated as "United States Air Force Plant 42/PMD (Palmdale Regional Airport)."
2. Staff report makes continued reference to Palmdale Regional Airport, when AFP 42 should be referenced in its place.
3. The Airport Influence Areas on page 2 of the staff report refers to "Palmdale Regional Airport and United States Air Force Plant 42 share one runway at the location but operate as separate facilities." – The more correct statement would be that "AF Plant 42 operates three runways, and Palmdale Regional Airport, managed by Los Angeles World Airports, currently maintains the rights to operate commercial passenger air service on AF Plant 42."
4. The Airport Influence Areas on page 2 of the staff report states that "Los Angeles World Airports owns the Palmdale Regional Airport and surrounding properties located in the AIA." – AF Plant 42 cannot be substituted for Palmdale Regional Airport in this instance. The more correct statement would be that "Los Angeles World Airports owns 17,800 acres of surrounding properties located in the AIA."
5. Attachment A: Palmdale Regional Airport AIA Map is based on the 1990 AICUZ 65 dB DNL contours, which is only part of the AIA. It does not include our Class D airport imaginary surfaces or our AF Accident Potential Zones (APZ), nor does it include the 1990 ALUC Overflight Zones. Recommend that the 1990 ALUC Overflight Zones be indicated, unless the ALUC has previously stricken those Overflight Zones from their maps.
6. Attachment G: Fox Field Compatibility Zone Map – There is a map for Fox but not for AF Plant 42. Recommend that a Compatibility Zone Map be created for AF Plant 42 or that the "Palmdale Regional Airport" AIA map be updated with our imaginary surfaces and APZs.
7. Draft Findings and Order of the County of Los Angeles ALUC (back of staff report) – Same comments apply with respect to AF Plant 42 and Palmdale Regional Airport. Also, Finding #8 states, "The United States Air Force purchased a portion of the land in 1951 and USAF Plant 42 remains on the site for military flight testing. Palmdale Regional Airport is located at 2503 E Avenue P, Palmdale, CA 93550." Actually, the more correct statement is, "The USAF purchased the County airport and renamed it AF Plant 42 in 1953, with Palmdale Regional Airport remaining on the site for commercial passenger air service. AF Plant 42 is located at 2503 E Avenue P, Palmdale, CA 93550."

Our goal is not to bring unwanted attention to AF Plant 42. The goal of our comments is to ensure that the ALUC understand the nature of AF Plant 42 (currently mil-civ joint use), and that they recognize the existing operations at AF Plant 42 (both military and civilian), even while commercial operations are currently non-existent with respect to Palmdale Regional Airport (no current FAA Part 139 certification).

Finally, there is no guarantee that commercial passenger air service will operate from AF Plant 42 in perpetuity. A future operator may decide that the service is best served at another location, so we should ensure the distinction and acknowledgement of AF Plant 42 for continued protection by the ALUC separate from the Palmdale Regional Airport recognition.

Thanks.

v/r

Tim

//SIGNED//

Timothy W. Hughes, PE, GS-14, DAF
Deputy Director, Air Force Plant 42
412 TW Operating Location
Air Force Test Center
2503 East Avenue P, Palmdale, CA 93550
(661) 272-6759 wk; (661) 816-0644 BB; (661) 272-6702 fax
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**DRAFT FINDINGS AND ORDER OF THE COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION**

AVIATION CASE NO. 201400004
PROJECT NO. R2014-02373-(5)

COMMISSION HEARING DATE: October 8, 2014

SYNOPSIS:

The Airport Land Use Commission (ALUC) is conducting a consistency review of Los Angeles County Department of Regional Planning's Antelope Valley Area Plan Update (AVAP), which includes the draft Antelope Valley Area Plan with associated land use changes and updated Significant Ecological Area boundaries, accompanying zone changes, and amendments to Title 22 of the Los Angeles County (County) Code. This project affects property within the Airport Influence Areas of United States Air Force Plant 42/Palmdale Regional Airport and General William J. Fox Airfield (Fox Airfield).

For the purposes of the ALUC, the consistency determination focuses on how the AVAP's proposed zone and land use changes relate to the policies contained in the Los Angeles County Airport Land Use Plan (ALUP) and the General William J. Fox Airfield Land Use Compatibility Plan (Fox ALUCP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

[To be completed after the public hearing]

FINDINGS:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code (PUC) requires every county in which there is a public use airport to establish an ALUC.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the ALUC for Los Angeles County.
3. In 1991, the Los Angeles County ALUC adopted the ALUP that sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
4. In 2004, the Los Angeles County ALUC adopted the Fox ALUCP that sets forth policies, a planning boundary, and criteria for promoting compatibility between the airport and the surrounding land uses.
5. The ALUP and Fox ALUCP contain policies and criteria to minimize the public's

exposure to excessive noise and safety hazards associated with airports.

6. In accordance with PUC Section 21676, the ALUC has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted ALUP when the local agency's general plan has not been reviewed for consistency with the ALUP.
7. PUC Section 21676 requires that each local agency whose general plan includes areas covered by an ALUP shall submit a copy of its general plan or area plan to the ALUC for determination on whether the plan is consistent with the ALUP.
8. United States Air Force Plant 42/Palmdale Regional Airport was established in 1935 by the federal Bureau of Air Commerce as an emergency landing field for the high desert area of Los Angeles County. The airport was developed into a military airfield during World War II. In 1946, the County of Los Angeles bought the property for future use as a public airport. The United States Air Force purchased the County airport and renamed it Air Force Plant 42 in 1953, with Palmdale Regional Airport remaining on the site for commercial passenger air service. Los Angeles World Airports owns 17,800 acres of surrounding properties located in the Airport Influence Area. Currently, no commercial airline service is offered at this site. Air Force Plant 42 operates three runways, and Palmdale Regional Airport, managed by Los Angeles World Airports, currently maintains the rights to operate commercial passenger air service on Air Force Plant 42. United States Air Force Plant 42/Palmdale Regional Airport is located at 2503 E Avenue P, Palmdale, CA 93550.
9. General William J. Fox Airfield was built by the County of Los Angeles in 1959 when commercial and general aviation operations were relocated from United States Air Force Plant 42/Palmdale Regional Airport to Fox Airfield to separate civilian and military operations. The airport is owned by the County of Los Angeles and operated by American Airports Corporation, and airport management firm. The airport is used for emergency firefighting response and for air cargo operations. Fox Airfield is located at 4555 W. Avenue G, Lancaster, CA 93536.
10. The ALUP establishes an Airport Influence Area for United States Air Force Plant 42/Palmdale Regional Airport, which is comprised of the airport property, the area within the designated Runway Protection Zones and the 65 decibel Community Noise Equivalent Level (dB CNEL) noise contour. The Airport Influence Area defines the planning boundary for the ALUC.
11. The Fox ALUCP establishes an Airport Influence Area for Fox Airfield, which is comprised of the airport property, the area within the designated Runway Protection Zones and the 65 dB CNEL noise contour. The Airport Influence Area defines the planning boundary for the ALUC.

12. The ALUP establishes noise compatibility criteria to assess compatibility between the United States Air Force Plant 42/Palmdale Regional Airport and land uses within the Airport Influence Area. The ALUP's Land Use Compatibility Table lists recreation, agriculture, industrial and commercial land uses within the 65 dB CNEL noise contour as compatible uses from an airport land use perspective. Residential, commercial and recreational uses are compatible provided sound insulation needs are reviewed. Educational facilities are not compatible in the 65 dB CNEL. Above 70 db CNEL, residential uses are to be avoided unless related to airport services.
13. The Fox ALUCP establishes noise compatibility criteria to assess compatibility between Fox Airfield and land uses within the Fox Airfield Airport Influence Area. For the 65 dB CNEL noise contour, Fox ALUCP's noise compatibility table generally allows residential, public, commercial/industrial, and agricultural/recreational, with noise insulation recommended for residences, nursing homes, schools, libraries, hospitals and amphitheatres. Above 70 dB CNEL, residential uses should be avoided in the Airport Influence Area.
14. The ALUP and Fox ALUCP include safety, airspace protection, and overflight policies to ensure compatibility with areas surrounding airports. Runway Protection Zones prohibit uses that may create a safety hazard for aircraft in the air and people on the ground. The Runway Protection Zones at United States Air Force Plant 42/Palmdale Regional Airport and Fox Airfield extend beyond the airport property and into surrounding areas. Airspace policies recommend that new construction be restricted in the Runway Protection Zones. Within the United States Air Force Plant 42/Palmdale Regional Airport and Fox Airfield Airport Influence Areas, building heights are subject to the noticing requirements and height restrictions set forth in the Federal Aviation Administration's Federal Aviation Regulations (FAR) Part 77. FAR Part 77 requires FAA notice for construction measuring 200 feet or higher. Fox ALUCP imposes additional requirements for reviewing proposed structures within the various Fox Airfield Compatibility Zones.
15. The AVAP encompasses the entirety of the unincorporated area in Antelope Valley, the northern part of Los Angeles County. The project area is bordered by Kern County to the north, Ventura County to the West, and San Bernardino County to the east, and is located entirely within the County's Fifth Supervisorial District. The AVAP covers 1,800 square miles and includes over 24 communities. The project area features large swaths of sparsely populated land that includes the Angeles National Forest, portions of Los Padres National Forest, the Mojave Desert, as well as county parks and state and federal recreational areas.
16. In compliance with the California Environmental Quality Act (CEQA) and the County's Guidelines for Implementation of the California Environmental Quality Act, on August 22, 2014, the applicant prepared a Draft Environmental Impact

Report (DEIR) for public review and comment. The public comment period ends October 6, 2014, and any comments received during the comment period will be considered in the Final EIR for the Board of Supervisors.

17. Policies LU 1.4 and LU 3.6 of the AVAP relate to effective commercial and industrial land use planning and airports:

Policy LU 1.4: Ensure that there are appropriate lands for commercial and industrial services throughout the unincorporated Antelope Valley sufficient to serve the daily needs of rural residents and to provide local employment opportunities.

Policy LU 3.6: Limit the amount of potential residential development in airport influence areas and near military lands, through the appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this AVAP.

The aforementioned policies will minimize community members' exposure to aircraft noise and safety hazards and are therefore consistent with ALUP.

18. The Land Use Element is consistent with the ALUP in that no new incompatible uses will be introduced with the uses that are specified in the AVAP.
19. Land use designation changes within the United States Air Force Plant 42/Palmdale Regional Airport's Airport Influence Area were analyzed for compliance with ALUP Policy G-1 which requires new uses to adhere to the Land Use Compatibility Table. The compatibility table identifies allowable land uses and noise insulation requirements by CNEL. All proposed land use designation changes that are subject to ALUC review are located within the 65 dB CNEL and include Light Industrial (IL), Rural Land 2 (RL2) and Rural Land 20 (RL20). Industrial uses within the 65 dB CNEL are consistent with the ALUP compatibility table. The AVAP Rural Land designations allow residential and agriculture land uses. The compatibility chart indicates that residential uses in the 65 dB CNEL are allowed if they include noise insulation. Therefore, the proposed land use designation changes are consistent with the ALUP.
20. The Fox Airfield Airport Influence Area is comprised of compatibility zones that have the following compatibility criteria: maximum density, intensity (maximum number of people allowed), required open space, prohibited uses and activities, and other development restrictions. Additionally, a noise impact level and risk (safety and airspace protection) level is assigned to each zone ranging from low to very high. All of the compatibility zones limit the percent of developable land and allowable uses. Assemblages of people and highly noise-sensitive uses are prohibited in Compatibility Zone C. Compatibility Zone D prohibits highly noise-sensitive uses. Compatibility Zones D and E prohibit hazards to flight. The compatibility zones require deed notices for properties in the Airport Influence

Area and impose ALUC review for new construction meeting height thresholds in each zone. Future development within the Airport Influence Area that complies with the compatibility zone standards will be deemed consistent with the Fox ALUCP.

21. The Los Angeles County Regional Planning Commission recommended approval of the Antelope Valley Area Plan Update on September 27, 2014.
22. A public hearing before the Los Angeles County Board of Supervisors is scheduled for November 12, 2014.
23. The AVAP proposes minor amendments to the Significant Ecological Area (SEA) Ordinance as well as expansion of the SEA boundaries within the Antelope Valley area, which extend into the United States Air Force Plant 42/Palmdale Regional Airport and Fox Airfield Airport Influence Areas. Two existing SEAs transect the narrow eastern flank of United States Air Force Plant 42/Palmdale Regional Airport's Airport Influence Area. This SEA does not encroach into a Runway Protection Zone or other sensitive area. There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in the SEAs. SEA boundary changes extend an existing SEA into the northeastern corner of the Airport Influence Area of Fox Airfield. This extended SEA does not encroach into a Runway Protection Zone or other sensitive area. There are no wetlands, estuaries or bodies of water that would attract birds or would otherwise affect safe air navigation in this SEA. Therefore, SEA boundary changes as part of the AVAP are consistent with the ALUP and Fox ALUCP.
24. Individual actions associated with the AVAP's Implementation Programs may be subject to ALUC review if the action is listed in the Review Procedures as requiring an ALUC consistency determination.
25. Staff conducted a consistency analysis of the project with all applicable ALUP and Fox ALUCP policies and found that the AVAP presents no inconsistencies with the adopted airport land use compatibility policies. Portions of the project area are located within the 65 dB CNEL of the Airport Influence Area for United States Air Force Plant 42/Palmdale Regional Airport, so noise policies apply. The proposed project will not introduce noise-sensitive uses. There are no safety, overflight, and air space hazards in the Airport Influence Areas of United States Air Force Plant 42/Palmdale Regional Airport or Fox Airfield associated with the AVAP.
26. Policies and programs associated with the AVAP shall be consistent with airport compatibility policies in the adopted ALUP and Fox ALUCP.
27. In order for future projects and programs to be consistent with the adopted ALUP and Fox ALUCP, the projects and programs shall be consistent with all relevant policies in the AVAP relating to airport land use.

**BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION
CONCLUDES:**

That the proposed project presented in Aviation Case No. 201400004 is consistent with the Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan.

AIRPORT LAND USE COMMISSION ACTION:

In view of the findings of fact presented above, the project presented in Aviation Case No. 201400004 is found **CONSISTENT** with Los Angeles County Airport Land Use Plan and the General William J. Fox Airfield Land Use Compatibility Plan.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date: